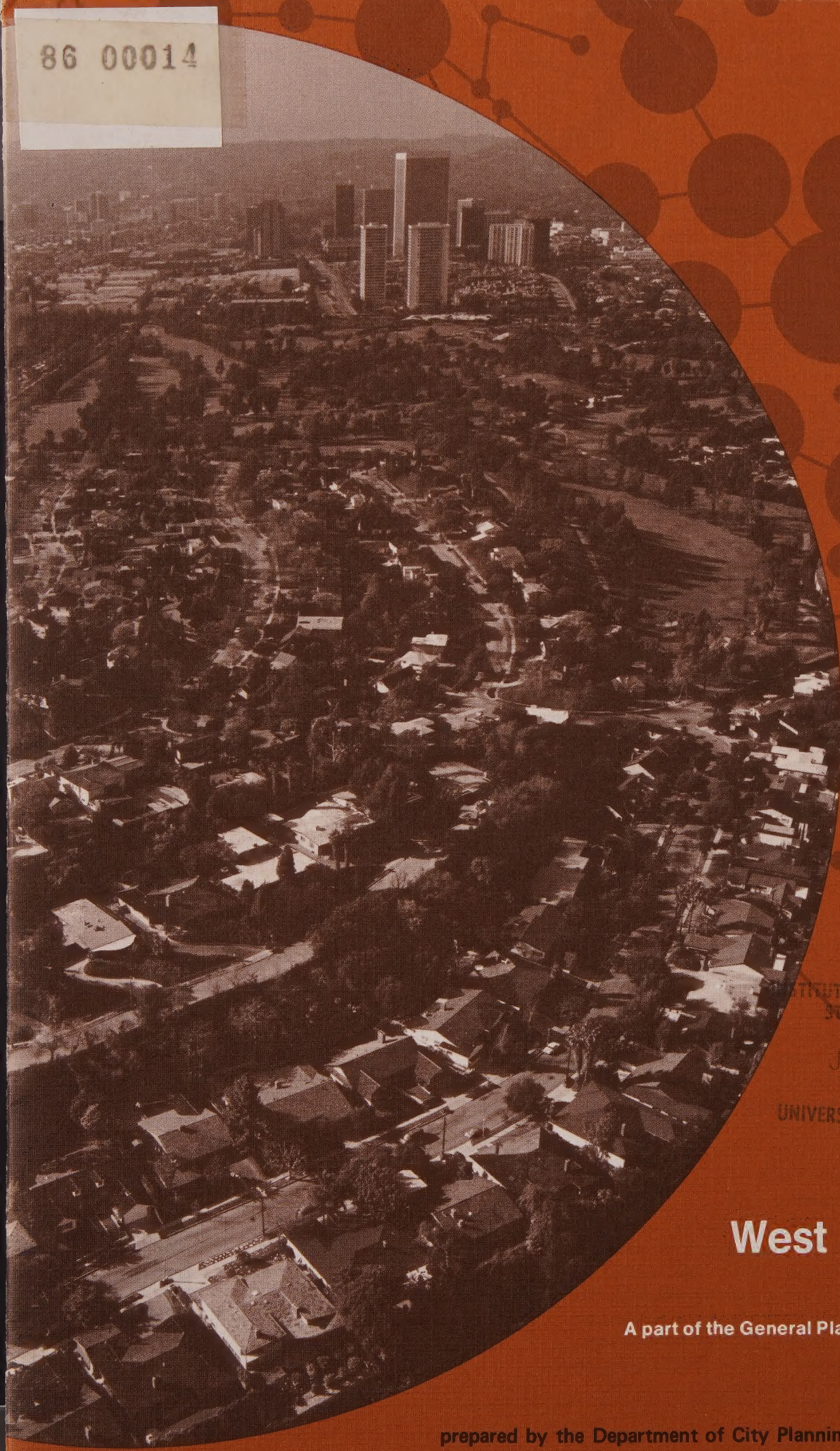


86 00014

7-26-85



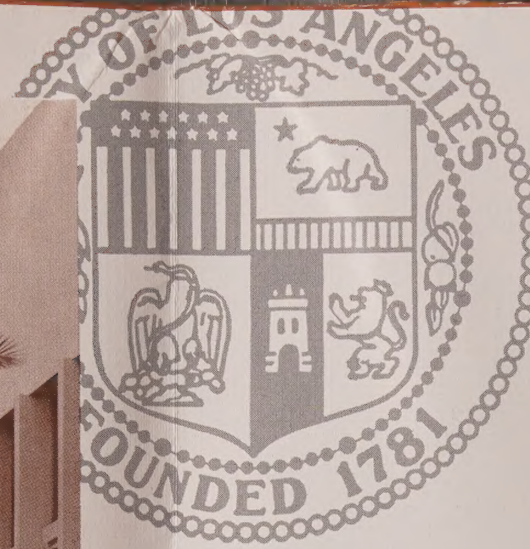
INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY
JUL 15 1985
UNIVERSITY OF CALIFORNIA

West Los Angeles District Plan

A part of the General Plan of the City of Los Angeles

prepared by the Department of City Planning

Los Angeles, California



West Los Angeles District Plan • City of Los Angeles

this Plan consists of this text and the accompanying map

The West Los Angeles District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

PURPOSES

USE OF THE PLAN

The purpose of the West Los Angeles District Plan is to provide an official guide to the future development of the District for the use of the City Council, the Mayor, and the City Planning Commission; other concerned governmental agencies, residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various city development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the District, within the larger framework of the City; guide the development, betterment, and change of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use and land use intensities and the physical relationships among the various land uses are not altered.

The Plan is **not** an official **zone map**, and while it is a guide it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to review and amendment within five years, to reflect changes in circumstances.

OBJECTIVES OF THE PLAN

1. To coordinate the development of West Los Angeles with that of other parts of the City of Los Angeles and the metropolitan area.
2. To designate lands at appropriate locations for the various private uses, and the need for public facilities and the general locations thereof, in the quantities and at densities required to accommodate population and activities projected to the year 1990.
3. To make provision for housing as is required to satisfy the varying needs and desires of all economic segments of the District, maximizing the opportunity for individual choice. To encourage the preservation and enhancement of the varied and distinctive residential character of the District.
4. To promote economic well-being and public convenience through:
 - a. the allocation and distribution of commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards;
 - b. the designation of land for industrial development that can be so used without detriment to adjacent uses of other types, and the imposition of restrictions on the types and intensities of industrial uses as are necessary to this purpose;
 - c. provision for places of employment within the District, and for transportation facilities serving places of employment in adjacent communities.
5. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.
6. To make provision for a circulation system coordinated with

land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service, the increase of off-street parking facilities, the elimination of on-street parking on Major and Secondary Highways, and the development of bicycle routes.

7. To encourage open space for recreational uses.

POLICIES

The West Los Angeles District Plan has been designed to accommodate the anticipated growth in population and employment in the District to the year 1990. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that growth will take place and must be provided for.

The Plan encourages the preservation of low density single-family residential areas, the conservation of open space lands, and concentration of commercial and residential development into Century City Center, connected to other major Centers of the City by a rapid transit network.

LAND USE

Housing

Standards and Criteria:

Property in residential zones permitting densities in excess of those designated in the Plan shall be considered for reclassification to zones corresponding to the designated densities.

Apartment should be soundproofed and be provided with adequate open space and usable recreation areas. In housing for the elderly, provisions should be made for passive recreation.

Features:

The Plan provides a residential capacity for approximately 102,600 persons, which is adequate for the projected 1990 population of 80,000.

The Plan proposes that the low-density residential character of West Los Angeles be preserved, and that single-family residential neighborhoods be protected from encroachment by other types of uses.

Single and multiple family housing should be made available to all persons regardless of social, economic, and ethnic backgrounds. Additional low and moderate income housing is needed in all parts of the City. Specifically, the Plan encourages the provision of such housing for college students and the elderly.

The proposed residential density categories and their capacities are:

	RESIDENTIAL DENSITY	DWELLING UNITS PER GROSS ACRE	PER GROSS ACRE	PERCENT OF GROSS RESIDENTIAL LAND	POPULATION CAPACITY	PERCENT OF POPULATION
Low	3+ to 7	16	2,006	66.8	34,535	32.4
Medium	8 to 15	24	3,009	52.6	52,648	46.4
High	16 to 40	50	100	736	24.1	11.6
TOTAL	40+ to 60	80	120	97	12,240	108.0

Adequate highway improvements and public transportation shall be assured prior to the approval of zoning permitting intensification of land use, in order to avoid congestion and assure proper development.

The foregoing references to higher intensities, increase in zoning density and intensification of land use refer to increases over those densities proposed by the Plan.

Features:

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. Collector streets are shown to assist traffic flow toward Major and Secondary Highways.

Substantial improvements should be made to transportation facilities in the Santa Monica Boulevard Corridor, including improvements to Santa Monica Boulevard, rapid transit, and/or the Beverly Hills Freeway. It is suggested that the State Highway Commission consider some form of continuation or means of dissipating traffic from the Beverly Hills Freeway to the west of the San Diego Freeway. If such an improvement is contemplated, then it should be designed to minimize disruption to the residential and commercial communities where it would be located. A total design concept should be utilized to integrate this freeway into the District. It is suggested that frontage roads be provided in order to alleviate congestion on Major and Secondary Highways which provide access to the freeway.

Realignment and connection of Overland and Manning Avenues is proposed, to take place concurrently with the construction of the Beverly Hills Freeway.

In the event that a use other than open space is contemplated, for all or a portion of the Hillcrest Country Club, a special study to determine needed additional circulation facilities in this area must be completed prior to subdivision approval.

Within the area bounded by Pico Boulevard, Santa Monica Boulevard, Century Park East and Century Park West, any further development which may substantially increase the density of the area over that which presently exists will require additional local and north-south circulation. Said additional circulation facilities should be jointly financed by all benefitted property owners in the aforementioned area. In extending Century Park West south from Olympic Boulevard to Pico Boulevard, no connections should be permitted to local streets in the residential area to the west.

Public Transportation

A Century City transit station is proposed to be located to serve the commercial portion of Century City Center. A secondary transit system is proposed to link the residential, shopping, and office areas within Century City Center with peripheral parking areas and with the main transit station.

Bicycle Routes

A series of bicycle routes are proposed to provide convenient access to schools and recreational areas.

turn page to map

Commerce

Standards and Criteria:

The commercial lands (not including associated parking) designated by this Plan are adequate in quantity to meet the needs of the projected population to the year 1990, as computed by the following standards:

- 0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience type commercial areas;
- 0.2 acres per 1,000 residents for commercial uses for community shopping and business districts, including service uses and specialized commercial uses.

In general, off-street parking should be provided at a ratio of not less than three square feet for each square foot of commercial floor area for each Community, Neighborhood and Regional shopping area as specified on the Plan Map and at a ratio of not less than two square feet for each square foot of floor area for Limited and Highway-Oriented commercial uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid wall and/or landscaped setback.

Features:

The Plan provides approximately 500 acres of commercial and related parking uses.

The 290-acre Century City Center, bounded generally by Santa Monica Boulevard, Century Park East, Pico Boulevard, and Century Park West, is designated for a mixture of residential and commercial uses. Intensity of development in the Commercial and High-Medium Density residential portions of Century City Center should not exceed six times the total land area, excluding streets and required setbacks. The uses and densities within the Twentieth Century Fox property in Century City Center shall be flexible in location, and shall not exceed:

- 20 acres of Regional Center Commercial and parking uses (including oil drilling site located on Avenue of the Stars); and
- the total number of dwelling units permitted in a 55-acre development composed of 25% High-Medium Density residential and 75% Medium Density residential uses.

The Plan proposes that the overall residential density of the Twentieth Century Fox property be limited to that herein proposed, but that the location of these uses be specifically designated in the Specific Plan for Century City Center. The Specific Plan shall provide for a mixture of residential and commercial uses along Avenue of the Stars. The proportions and locations should be determined with the development of the Specific Plan. The Plan suggests the inclusion of such amenities as public and/or private parks, a child care center, and a library specializing in corporate and business reference material in this area.

Railroads

The Plan suggests the removal of the railroad from the median strip between the north and south roadways of Santa Monica Boulevard through West Los Angeles at such time as regulatory agencies permit.

All railroad rights-of-way should be redesignated to a new classification, which would limit usages to those compatible with the shape of the areas, the proximity to roadways and to adjoining and nearby uses.

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design, and general location expressed in the Service-Systems Element of the General Plan. (See individual facility elements for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standards contained in the General Plan.

No increase in zoning density shall be effected unless it is determined that such facilities are adequate to serve the proposed development.

The foregoing references to higher intensities, increase in zoning density and intensification of land use refer to increases over those densities proposed by the Plan.

The Plan designates two standard types of local parks:

Neighborhood Recreational Sites - 1 acre per 1,000 residents; minimum site size 5 acres; service radius 1 mile; and

Community Recreational Sites - 1 acre per 1,000 residents; minimum site size 15 acres; service radius 3 miles.

At times it will be necessary for portions of Recreation Sites to be used for public rights-of-way and easements.

Features:

The Plan proposes dual use of existing school facilities for the general public after hours and on weekends. School grounds should be landscaped so as to facilitate after hour recreational use.

Three Community Parks and thirteen Neighborhood Parks are proposed in addition to those existing in 1972. Their general locations are indicated on the Plan map.

The requirements for parks and open space were determined on the assumption that Hillcrest Country Club, a major parcel of

The Plan also proposes peripheral parking areas linked by secondary transit to alleviate street and highway congestion in and adjacent to the Center. This area would contain a rapid transit station and a secondary transit system to connect activity areas within the Center and the Center with peripheral parking lots.

The commercial area along Wilshire Boulevard is a satellite of Westwood Center. As in Century City Center, intensity of development should not exceed six times the total land area, excluding streets and required setbacks.

In the Pico-Overland Community shopping area, additional off-street parking is proposed.

Eight commercial areas in the District are designated for Neighborhood and Office commercial use. The commercial and parking zoning along Wilshire and Santa Monica Boulevards should be deepened to permit the construction of modern office facilities with parking at the rear.

The Medium and High-Medium Density properties fronting on Beloit Avenue between Santa Monica and Olympic Boulevards may also be used for parking serving the commercial uses on Sawtelle Boulevard.

Highway-oriented commercial uses are proposed at several locations in the District. Appropriate kinds of activities in these areas are automobile sales and services, drive-ins, furniture and appliance stores, and office equipment sales.

Industry

Standards and Criteria:

Industrial lands are located on a city-wide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

Parking for general industrial lands should be provided at a ratio of one stall for each 350 square feet of gross floor area, but not less than three stalls for each four employees on the main shift.

Parking for warehouse or storage uses should be provided at a ratio of one stall for each 1,000 square feet of gross floor area but not less than one stall for each employee on the main shift. On-street parking should be prohibited in industrial areas. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback.

Features:

The Plan designates approximately 360 acres of land for industrial uses. To preserve this valuable land resource from the intrusion of other uses and insure its development with high quality industrial uses, in keeping with the urban residential character of the District, the Plan proposes classifying all undeveloped industrial land, as well as all industrial land used for

privately owned and operated open space will be maintained in its present use. Should it, or a portion of it, be developed for other uses, there will be a need for other open space to replace its utility.



PROGRAMS

These programs establish a framework for guiding development of the West Los Angeles District in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENTS

A. Circulation

To facilitate traffic circulation, relieve congestion, and provide mobility for all citizens, the following actions should be taken:

- A concerted effort to coordinate the development of an effective public transportation system, including rapid transit.
- An overall parking program for Century City Center to ensure the provision of needed parking facilities at appro-

industrial purposes, in restricted industrial zoning categories, such as the MR Zones.

Two major industrial areas are designated in the District. One is bounded by Sepulveda Boulevard, the San Diego Freeway, Ohio Avenue, and the Southern Pacific Railroad. The portion of this area south of Santa Monica Boulevard is designated for Light Industrial use. The northern portion is designated for Limited Industrial use. Some structural rehabilitation, street widening, and additional off-street parking and freight loading facilities are needed in this area.

Another industrial area is located south of Olympic Boulevard to the west of Sepulveda Boulevard. The Plan designates the Olympic Boulevard frontage west of the San Diego Freeway for Commercial Manufacturing and the rest of this area for Light Industrial use.

CIRCULATION

Major transportation corridors serving other parts of the Los Angeles metropolitan area cross the West Los Angeles District and thus the highways and streets of the District must accommodate traffic generated both within and without the District. To accommodate the projected traffic of the District, the circulation system proposed in the Plan must be supplemented by a greatly improved public transportation system and/or additional highways and freeways. Unless such additional transportation facilities are provided, acute traffic congestion will result in some parts of the District. Notwithstanding these traffic forecasts, the additional highways and freeways are not recommended in the Plan because such improvements would have a more adverse environmental impact upon the District than the traffic congestion anticipated without the improvements.

Highways and Streets

Standards and Criteria:

Highways and local streets shown on this Plan shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

Design characteristics which give street identity such as curves, changes in direction and topographical differences, should be emphasized by street trees and planted median strips and by paving. Streets, highways and freeways, when developed, should be designed and improved in harmony with adjacent development and to facilitate driver and passenger orientation.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the development of the designated Major and Secondary Highways.

No increase in zoning density shall be effected unless it is determined that the Local Streets and Major and Secondary Highways serving, and in the area of, the property involved are adequate to serve the traffic generated.

private locations. As public transportation ridership to the Center increases, parking ratios for the various uses in the Center should be reassessed.

- Continued development of the freeway, highway and street system, including improved freeway ramp systems, particularly at Santa Monica Boulevard, Manning Avenue and Olympic Boulevard.
- Advancing the State's priority on the Beverly Hills Freeway and encouraging some form of continuation to the west of the San Diego Freeway, which would be designed to minimize disruption to the residential and commercial communities in the area and/or improving the transportation corridor including the widening and improvement of Santa Monica Boulevard and rapid transit.
- Strong efforts to bring about a system of bicycle trails coordinated with systems in adjacent communities.
- Continuation of street lighting programs in residential and commercial areas.

B. Recreation, Parks and Open Space

Acquisition, expansion, and improvement, including dedications in connection with subdivisions, of needed local parks throughout the District should be accelerated, and a concerted effort should be made to establish multi-purpose use of open space along freeways and other publicly owned land and facilities.

The City should encourage continuing efforts by County, State and Federal agencies to acquire vacant lands for publicly owned open space.

C. Other Public Facilities

The development of other public facilities should be sequenced and timed to provide a balance between land use and public services at all times. New power lines should be placed underground, and a program for the undergrounding of existing lines should be developed. Child care and nursery school services should be encouraged at appropriate Elementary Schools.

II. PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private actions for community improvements such as:

- Initiation by property owners and merchants of programs to increase off-street parking facilities serving adjacent shopping areas.
- Promoting street tree planting programs in commercial areas and other appropriate areas.
- Sponsoring clean-up and beautification programs to improve the general environment.

D. Developing and maintaining mini parks on property provided for public use and as an interim use of vacant private lands, with permission of the owner.

III. PLANNING LEGISLATION

- Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan.
- A. Buffer Strip Zoning:** Separation of incompatible uses (particularly residences from industry and freeways) by some form of buffering, preferably of a type which could also serve for recreational use or open space.
- B. Highway-Oriented Commercial Zoning:** A new zone which would ensure off-street parking facilities, and/or drive-through capabilities, for commercial activities on major and secondary highways.
- C. Incentive Zoning:** Incentives for private developers to provide various desired types of development which would surpass minimum requirements.
- D. Information on Planning:** Legislation assuring that the buyer of property is provided information on community plan designations pertaining to the property.
- E. Institutional Zoning:** A new zone which would preserve those facilities used for the public good, such as schools, hospitals and orphanages.
- F. Open Space Zoning:** A new zone which would ensure the preservation of public and private open space and recreational areas.
- G. Parking Requirements:** Standards and procedures to provide for decreased parking requirements for housing for the elderly.
- H. Railroad Beautification:** Support by the City for the adoption of state legislation requiring railroads to landscape their property through residential areas.
- I. Signs:** Strengthening of controls on billboards and other commercial signs.
- J. Townhouse Zoning:** Attached single family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed Low-Medium Density residential areas.
- IV. ZONING ACTIONS**
- Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:
- A. The City can initiate redesignation to zones appropriate to the Plan.
- B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.
- V. SPECIFIC PLAN**
- A Specific Plan should be developed for Century City Center, the area generally bounded by Pico Boulevard, Century Park East, Santa Monica Boulevard and Century Park West. This Specific Plan shall show land use and densities in conformity with those designated in this Plan. The Specific Plan shall designate the location of commercial uses and residential uses and densities as shown on the Plan Map and within the criteria established under the Commercial Features of this Plan. The Plan shall provide for:
- A. Phasing to ensure orderly development and redevelopment and to provide street capacity and other public facilities adequate to the intensity and design of development. This shall include any on-and-off-site dedications or improvements deemed necessary as a result of this Specific Plan study.
- B. A continuous pedestrian system, separated from automobile traffic, and with pedestrian bridges at appropriate locations to be constructed concurrently with development.
- C. Off-site parking facilities with secondary transit linking the parking facilities to activity nodes within Century City Center.
- D. An overall intensity of residential and commercial development as proposed herein, but with flexibility regarding the specific location of uses. The Specific Plan should permit the transfer of unused development rights within the Specific Plan area, subject to City review and approval.
- VI. FUTURE STUDIES**
- Sepulveda Industrial Area**
- The feasibility of improving and enhancing the industrial redevelopment in this area should be investigated to achieve street improvements, rehabilitation or reconstruction of older structures, and the provision of adequate off-street parking and freight loading facilities.
- Santelle Cultural/Commercial Center**
- A study should be initiated to investigate methods for creating a neighborhood oriented commercial center with distinct cultural attributes, by encouraging development in accordance with cultural patterns in the area bounded by Idaho, Beloit and Corinth Avenues and Olympic Boulevard. This area could include cultural and educational facilities and expanded commercial uses such as gift shops and restaurants. Methods of obtaining improved off-street parking and street improvements should also be investigated.



Plan Map
West Los Angeles District
the West Los Angeles District Plan consists of this map and the accompanying text

LAND USE		Density	Dwelling Units Per Gross Acre ⁵	Corresponding Zones	Single Family Housing total acres % of total area total dwelling unit population capacity	Multiple Family Housing total acres % of total area total dwelling units population capacity	TOTAL HOUSING total acres % of total area dwelling unit capacity population capacity
HOUSING	HOUSING						
low ¹	low ¹	low ¹	3+ to 7	RS, RJ, RE, RD6,7	2,006 44 9,946		
low-medium ¹	low-medium ¹	low-medium ¹	7+ to 24	R2, RD5, RD4, RD3, RD2, RD1.5	34,535		
medium ¹	medium ¹	medium ¹	24+ to 40	R3	1,045 23 32,284		
high-medium ¹	high-medium ¹	high-medium ¹	40+ to 60	R4	72,065		
limited commercial ¹	limited commercial ¹	limited commercial ¹		C1, CR, P	2 0 64		
highway-oriented ¹	highway-oriented ¹	highway-oriented ¹		C1, C2, CR, P	1 1 189		
neighborhood and office ¹	neighborhood and office ¹	neighborhood and office ¹		C1, C2, CR, C4, P,	4 4 57		
community ¹	community ¹	community ¹		C2, C4, CR, P, PB	1 1 190		
regional center ²	regional center ²	regional center ²		C2, C4, P, PB	4 4 190		
commercial manufacturing ¹	commercial manufacturing ¹	commercial manufacturing ¹		CM, P	14 0 20		
limited ¹	limited ¹	limited ¹		MI, MRI, P	1 1 323		
light ¹	light ¹	light ¹		M2, MR2, P	7 7 323		
recreation and school sites	recreation and school sites	recreation and school sites			266 0 218		
other public land	other public land	other public land			20 5 145		
open space	open space	open space			3 3 145		

SERVICE SYSTEMS³

PUBLIC SCHOOLS

- SH senior high
- JH junior high
- E elementary

PRIVATE SCHOOLS

- C college
- SH senior high
- E elementary

BRANCH ADMINISTRATIVE CENTER

PUBLIC LIBRARIES

- regional
- community

POLICE STATION

FIRE STATION

RECREATIONAL SITES

- community
- neighborhood
- public golf course
- private golf course

CULTURAL AND HISTORICAL SITE

ANIMAL SHELTER

REFUSE COLLECTION

MAINTENANCE YARD

POWER RECEIVING STATION

POWER DISTRIBUTING STATION

CIRCULATION

- freeway
- existing
- adopted
- major highway
- divided major highway
- collector street
- secondary highway
- local street
- railroad
- bikeway

NOTES:

- Height District No. 1 (Except for a portion of Wilshire Boulevard between Centinela Avenue and Granville Avenue. See Notes 9 and 10.)
- Height District No. 2
- Open symbol denotes the general location of a proposed public facility, and does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and services radius standards contained in the individual facility plans comprising the Service-Systems Element of the General Plan.
- Future study of highway realignment (●●●)
- "Gross Acre" includes one-half of abutting streets.
- Local streets and freeway interchanges are shown for reference only. See text for specific proposals on freeway interchanges.
- Permits attached housing and apartments.
- No street widening shall be permitted on Overland Ave. between Pico Blvd. and La Grange Ave. except for the currently scheduled realignment project at Pico Blvd. The restriction on widening shall be in affect as long as fronting properties remain in the Low Density Housing Category. (Amendment adopted by City Council 7-11-79)
- Height District 1VL and a floor area ratio of 3 to 1 with a three story/45 foot height limit.
- Height District 1L and a floor area ratio of 3 to 1 with a six story/75 foot height limit.

D. Developing and maintaining mini parks on property provided for public use and as an interim use of vacant private lands, with permission of the owner.

III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan.

A. **Buffer Strip Zoning:** Separation of incompatible uses (particularly residences from industry and freeways) by some form of buffering, preferably of a type which could also serve for recreational use or open space.

B. **Highway-Oriented Commercial Zoning:** A new zone which would ensure off-street parking facilities, and/or drive-through capabilities, for commercial activities on major and secondary highways.

C. **Incentive Zoning:** Incentives for private developers to provide various desired types of development which would surpass minimum requirements.

D. **Information on Planning:** Legislation assuring that the buyer of property is provided information on community plan designations pertaining to the property.

E. **Institutional Zoning:** A new zone which would preserve those facilities used for the public good, such as schools, hospitals and orphanages.

F. **Open Space Zoning:** A new zone which would ensure the preservation of public and private open space and recreational areas.

G. **Parking Requirements:** Standards and procedures to provide for decreased parking requirements for housing for the elderly.

H. **Railroad Beautification:** Support by the City for the adoption of state legislation requiring railroads to landscape their property through residential areas.

I. **Signs:** Strengthening of controls on billboards and other commercial signs.

J. **Townhouse Zoning:** Attached single family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed Low-Medium Density residential areas.

IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

A. The City can initiate redesignation to zones appropriate to the Plan.

B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

V. SPECIFIC PLAN

A Specific Plan should be developed for Century City Center, the area generally bounded by Pico Boulevard, Century Park East, Santa Monica Boulevard and Century Park West. This Specific Plan shall show land use and densities in conformity with those designated in this Plan. The Specific Plan shall designate the location of commercial uses and residential uses and densities as shown on the Plan Map and within the criteria established under the Commercial Features of this Plan. The Plan shall provide for:

A. Phasing to ensure orderly development and redevelopment and to provide street capacity and other public facilities adequate to the intensity and design of development. This shall include any on-and off-site dedications or improvements deemed necessary as a result of this Specific Plan study.

B. A continuous pedestrian system, separated from automobile traffic, and with pedestrian bridges at appropriate locations to be constructed concurrently with development.

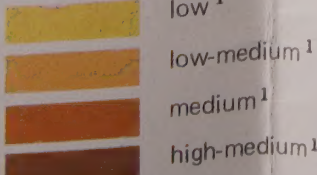
C. Off-site parking facilities with secondary transit linking the parking facilities to activity nodes within Century City Center.

D. An overall intensity of residential and commercial development as proposed herein, but with flexibility regarding the specific location of uses. The Specific Plan should permit the transfer of unused development rights

Plan Map
West Los Angeles District

the West Los Angeles District Plan consists of this map and the accompanying text

LAND USE
HOUSING



Dwelling Units Per Gross Acre ⁵
3+ to 7
7+ to 24
24+ to 40
40+ to 60

Corresponding Zones
RS, R1, RE9, RD6 ⁷
R2, RD5, RD4, RD3, RD2, RD1.5
R3
R4

Single Family Housing
total acres
% of total area
total dwelling unit population capacity
Multiple Family Housing
total acres
% of total area
total dwelling units population capacity

TOTAL HOUSING
total acres
% of total area
dwelling unit capacity
population capacity

SERVICE SYSTEMS³

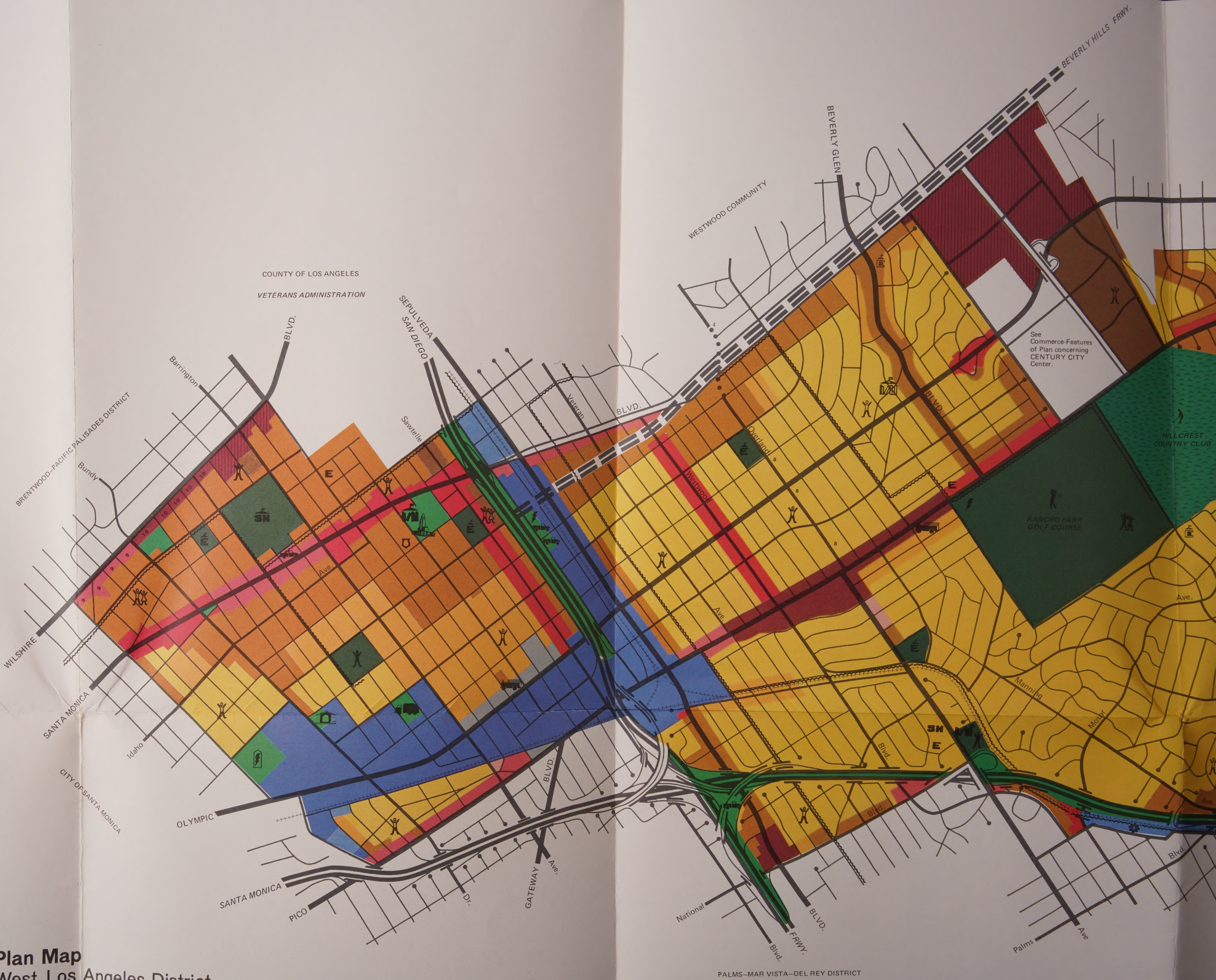
PUBLIC SCHOOLS

SH	senior high
JH	junior high
E	elementary

PRIVATE SCHOOLS

RECREATIONAL SITES

XX	community
X	neighborhood
PGC	public golf course

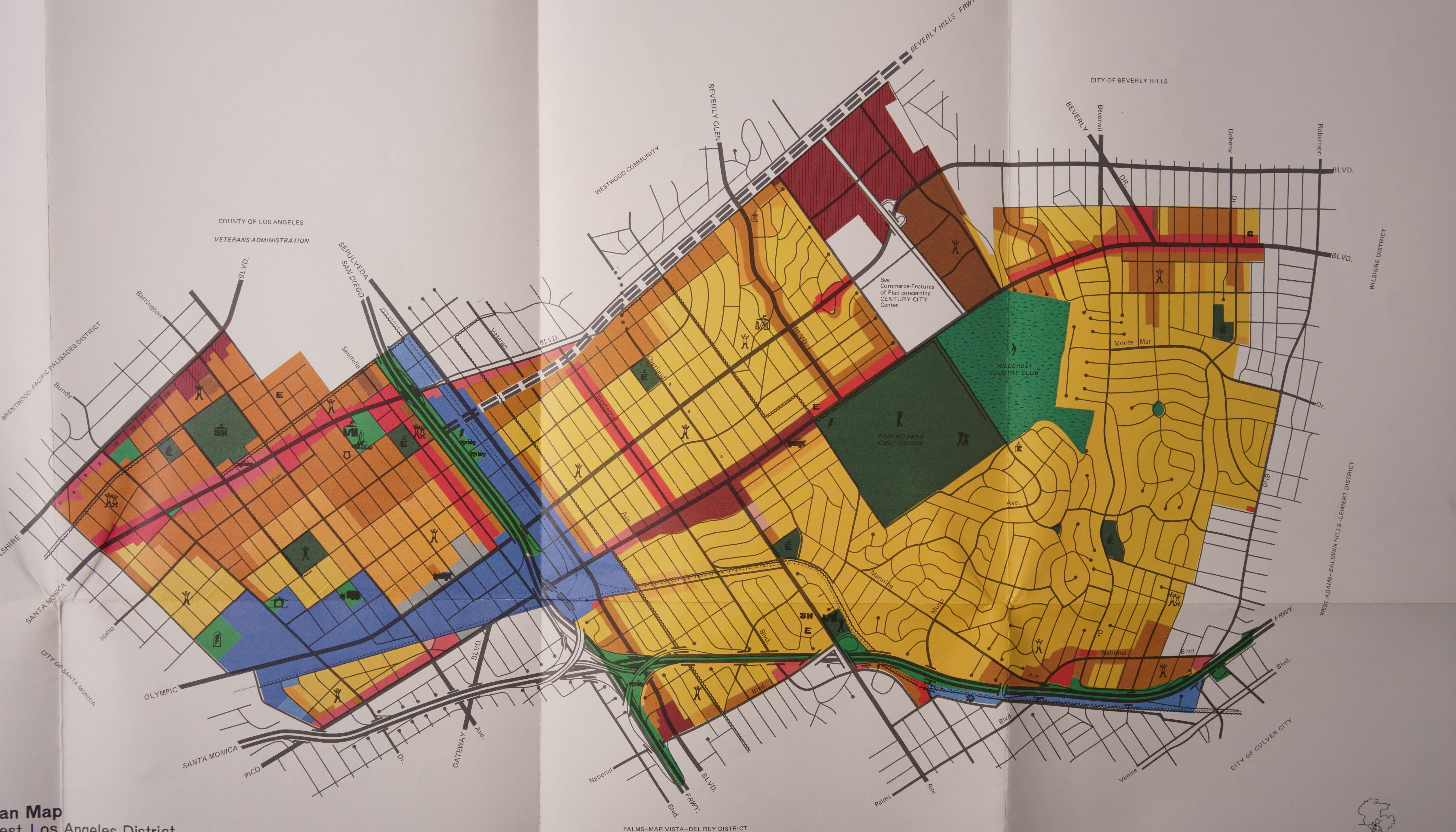


an Map est Los Angeles District

est Los Angeles District Plan consists of this map and the accompanying text

USE	Dwelling Units Per Gross Acre ⁵	Corresponding Zones	Single Family Housing total acres % of total area total dwelling unit population capacity	Multiple Family Housing total acres % of total area total dwelling units population capacity	TOTAL HOUSING total acres % of total area dwelling unit capacity population capacity
Density low ¹	3+ to 7	RS,R1,RE9, RD6 ⁷	2,006 44 9,845 34,535		3,051 67 42,129 106,600
low-medium ¹	7+ to 24	R2,RD5,RD4, RD3,RD2,RD1.5		1,045 23 32,284 72,065	
medium ¹	24+ to 40	R3			
high-medium ¹	40+ to 60	R4			

MERCE/PARKING
limited commercial¹



SERVICE SYSTEMS³

PUBLIC SCHOOLS

SH	senior high
JH	junior high
E	elementary

PRIVATE SCHOOLS

C	college
---	---------

RECREATIONAL SITES

XX	community
X	neighborhood
G	public golf course
P	private golf course

CIRCULATION

freeway	existing
freeway	adopted
major highway	existing
major highway	adopted
divided major highway	existing
divided major highway	adopted
secondary highway	existing
secondary highway	adopted
collector street	existing
collector street	adopted

NOTES:

- Height District No. 1 (Except for a portion of Wilshire Boulevard between Centinela Avenue and Granville Avenue. See Notes 9 and 10.)
- Height District No. 2
- Open symbol denotes the general location of a proposed public facility, and does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and services radius standards contained in the individual facility plans comprising the Service-Systems Element of the General Plan.
- Future study of highway realignment (●●●)
- "Gross Acre" includes one-half of abutting streets.
- Local streets and freeway interchanges are shown for reference only. See text for specific proposals on freeway interchanges.
- Permits attached housing and apartments.



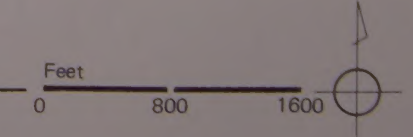
an Map
est Los Angeles District
West Los Angeles District Plan consists of this map and the accompanying text

D USE		Dwelling Units Per Gross Acre ⁵		Corresponding Zones		Single Family Housing		Multiple Family Housing		TOTAL HOUSING	
DENSITY	Density	3+ to 7		RS, RI, RE, RD6 ⁷		total acres	2,006	total acres	1,045	total acres	3,051
low ¹	low ¹	7+ to 24		R2, RD5, RD4, RD3, RD2, RD1.5		% of total area	44	% of total area	23	% of total area	67
low-medium ¹	low-medium ¹	24+ to 40		R3		total dwelling unit population capacity	9,845	total dwelling units	32,284	dwelling unit capacity	42,129
medium ¹	medium ¹	40+ to 60		R4		population capacity	34,535	population capacity	72,065	population capacity	106,600
high-medium ¹	high-medium ¹										
MERCE/PARKING				C1, CR, P		TOTAL COMMERCE/PARKING					
limited commercial ¹	limited commercial ¹					total acres	2	total acres	14	total acres	357
highway-oriented ¹	highway-oriented ¹			C1, C2, CR, P		% of total area	0	% of total area	0	% of total area	8
neighborhood and office ¹	neighborhood and office ¹					total acres	64	total acres	20	total acres	1
community ¹	community ¹			C1, C2, CR, C4, P,		% of total area	189	% of total area	1	% of total area	11
regional center ²	regional center ²			C2, C4, CR, P, PB		total acres	4	total acres	57	total acres	1
						% of total area	57	% of total area	1	% of total area	1
				C2, C4, P, PB		total acres	190	total acres	4	total acres	4
						% of total area	4	% of total area	4	% of total area	4
USTRY/PARKING				CM, P		TOTAL INDUSTRY/PARKING					
commercial manufacturing ¹	commercial manufacturing ¹					total acres	14	total acres	14	total acres	14
limited ¹	limited ¹			MI, MRI, P		% of total area	0	% of total area	0	% of total area	0
light ¹	light ¹					total acres	20	total acres	1	total acres	1
				M2, MR2, P		% of total area	323	% of total area	7	% of total area	7
						total acres	7	total acres	7	total acres	7
						% of total area	7	% of total area	7	% of total area	7
LIC AND QUASI-PUBLIC LAND						TOTAL PUBLIC AND QUASI-PUBLIC LAND					
recreation and school sites	recreation and school sites					total acres	266	total acres	6	total acres	629
other public land	other public land					% of total area	6	% of total area	6	% of total area	14
open space	open space					total acres	218	total acres	5	total acres	14
						% of total area	5	% of total area	5	% of total area	14
						total acres	145	total acres	3	total acres	3
						% of total area	3	% of total area	3	% of total area	3

- SERVICE SYSTEMS³**
- PUBLIC SCHOOLS**
- SH senior high
 - JH junior high
 - E elementary
- PRIVATE SCHOOLS**
- C college
 - SH senior high
 - E elementary
- BRANCH ADMINISTRATIVE CENTER**
- LA library
- PUBLIC LIBRARIES**
- LA regional
 - LA community
- POLICE STATION**
- LA police station
- FIRE STATION**
- LA fire station
- RECREATIONAL SITES**
- community
 - neighborhood
 - public golf course
 - private golf course
- CULTURAL AND HISTORICAL SITE**
- LA cultural and historical site
- ANIMAL SHELTER**
- LA animal shelter
- REFUSE COLLECTION**
- LA refuse collection
- MAINTENANCE YARD**
- LA maintenance yard
- POWER RECEIVING STATION**
- LA power receiving station
- POWER DISTRIBUTING STATION**
- LA power distributing station

- CIRCULATION**
- freeway
 - existing
 - adopted
 - major highway
 - divided major highway
 - secondary highway
 - collector street
 - local street⁶
 - railroad
 - bikeway

- NOTES:**
- Height District No. 1 (Except for a portion of Wilshire Boulevard between Centinela Avenue and Granville Avenue. See Notes 9 and 10.)
 - Height District No. 2
 - Open symbol denotes the general location of a proposed public facility, and does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the local and services radius standards contained in the individual facility plans comprising the Service-Systems Element of the General Plan.
 - Future study of highway realignment (●●●)
 - "Gross Acre" includes one-half of abutting streets.
 - Local streets and freeway interchanges are shown for reference only. See text for specific proposals on freeway interchanges.
 - Permits attached housing and apartments.
 - No street widening shall be permitted on Overland Ave. between Pico Blvd. and La Grange Ave. except for the currently scheduled realignment project at Pico Blvd. The restriction on widening shall be in effect as long as fronting properties remain in the Low Density Housing Category. (Amendment adopted by City Council 7-11-79)
 - Height District 1VL and a floor area ratio of 3 to 1 with a three story/45 foot height limit.
 - Height District 1L and a floor area ratio of 3 to 1 with a six story/75 foot height limit.





U.C. BERKELEY LIBRARIES



C124878648

Tom Bradley, mayor

CITY COUNCIL

Pat Russell, president

Ernani Bernardi

Hal Bernson

Marvin Braude

David Cunningham

Robert Farrell

John Ferraro

Howard Finn

Joan Milke Flores

Gilbert W. Lindsay

Joy Picus

Arthur Snyder

Peggy Stevenson

Joel Wachs

Zev Yaroslavsky

Ira Reiner, city attorney

James Hahn, controller

CITY PLANNING COMMISSION

Daniel P. Garcia, president

Suzette Neiman, vice president

Robert J. Abernethy

Sam Botwin

William G. Luddy

DEPARTMENT OF CITY PLANNING

Calvin S. Hamilton, director of planning

Kei Uyeda, deputy director of planning

Glenn Blossom, city planning officer

**COMMUNITY PLANNING AND
DEVELOPMENT DIVISION**

Arch D. Crouch, principal city planner

COMMUNITY PLANNING SECTION A

Andrew B. Sincosky, senior city planner

Current Project Staff

Bob Rogers, city planner

Michael Tharp, planning assistant

Ronald Maben, planning assistant

Barry Katz, planning assistant

Carol Shrewsbury, senior clerk stenographer

Former Project Staff

Nancy J. Leathers, senior city planner

Roy Kanetomi, city planning associate

Patti Lalongo, planning assistant

Larry Larson, planning assistant

Carol Huntsinger, clerk typist

Denise Sato, clerk stenographer

GRAPHICS SECTION

Gene Wolfe, graphics supervisor

Publication

Phil Watson, unit head

Rey Hernandez, layout and design

Cartography

Oscar Joyner, unit head

Bob Nelson, cartographer

Mason Dooley, photographer

Kathleen Wilson, typesetting

for further information regarding this plan, please contact:

Raymond I. Norman, Secretary, City Planning Commission, 485-5071

refer to C.P.C. 22839

APPROVED: CITY PLANNING COMMISSION

2-22-73

ADOPTED: CITY COUNCIL

3-21-74

Council File No. 73-2225

